

App. No. 10/656,080  
Amendment dated June 8, 2006  
Reply to Office Action of March 8, 2006

**Amendments to the Claims:**

This listing of claims will replace all prior versions and listings of claims in the application.

**Listing of Claims:**

Claims 1 (cancelled)

2. (currently amended) The remotely controllable aircraft as claimed in claim ~~one~~ eleven, characterized in that the magnetic field is produced by at least one permanent magnet and by the at least one coil.

3. (currently amended) The remotely controllable aircraft as claimed in claim ~~one~~ eleven, characterized in that the at least one coil is driven in a pulsed manner.

Claims 4-9 (cancelled)

10. (currently amended) The remotely controllable aircraft as claimed in claim ~~nine~~ eleven, characterized in that the at least one push rod is hinged on the connecting lever.

11. (currently amended) ~~The remotely controllable aircraft as claimed in claim nine,~~  
characterized in that A remotely controllable aircraft comprising:

at least one rotor blade, the angle of incidence ( $\alpha$ ) of which is adjustable, characterized in that adjustment of the angle of incidence ( $\alpha$ ) of said at least one rotor blade is performed by using at least one lever acting on the rotor blade by a force produced through a magnetic field which can be varied through the electric drive of at least one coil;

at least one push rod, characterized in that the force which results in the adjustment of the angle of incidence ( $\alpha$ ) of the at least one rotor blade is transmitted via the at least one push rod;  
and

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at least one permanent magnet, which makes a contribution to the magnetic field, is arranged on the at least one push rod.

12. (previously presented) The remotely controllable aircraft as claimed in claim two, characterized in that the at least one coil is arranged on a non-rotating element of the aircraft, adjacent to the at least one permanent magnet.

Claim 13 (cancelled)

14. (currently amended) ~~The remotely controlled aircraft as claimed in claim thirteen~~ A remotely controllable aircraft comprising:

at least two rotor blades whose angles of incidence can be adjusted independently of one another;

at least one coil associated with each of the at least two rotor blades;

characterized in that adjustment of the angle of incidence of at least one rotor blade is performed by using at least one lever acting on the rotor blade by a force produced through a magnetic field which can be varied through the electric drive of at least one coil; and

~~characterized in that the two connecting levers which are connected to the rotor blades and whose angles of incidence ( $\alpha$ ) can be adjusted independently of one another are connected to one another via a flexible elastic element.~~

15. (currently amended) A remotely controllable aircraft comprising: ~~The remotely controlled aircraft as claimed in claim one;~~

at least two rotor blades whose angles of incidence can be adjusted;

at least two coils, each of which is associated with one rotor blade;

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characterized in that adjustment of the angle of incidence ( $\alpha$ ) of at least one rotor blade is performed by using at least one lever acting on the rotor blade by a force produced through a magnetic field which can be varied through the electric drive of at least one coil; and

~~characterized in that~~ a lift component which is coaxial with respect to a main rotor shaft is controlled by driving in each case at least two coils, ~~each of which is associated with one rotor blade,~~ such that the angles of incidence ( $\alpha$ ) of the rotor blades are varied in the same sense.

16. (currently amended) A remotely controllable aircraft comprising:~~The remotely controlled aircraft as claimed in claim one,~~

at least two rotor blades whose angles of incidence can be adjusted;

at least two coils, each of which is associated with one rotor blade;

characterized in that adjustment of the angle of incidence ( $\alpha$ ) of at least one rotor blade is performed by using at least one lever acting on the rotor blade by a force produced through a magnetic field which can be varied through the electric drive of at least one coil; and

~~characterized in that~~ a lift component which is not coaxial with respect to a main rotor shaft is controlled by driving in each case at least two coils, ~~each of which is associated with one rotor blade,~~ such that the angles of incidence ( $\alpha$ ) of the rotor blades are varied in opposite senses.

17. (currently amended) The remotely controllable aircraft as claimed in claim ~~one~~ sixteen, characterized in that the remotely controllable aircraft has at least two rotor blades whose angles of incidence ( $\alpha$ ) can be adjusted in a coupled manner.

18. (currently amended) The remotely controllable aircraft as claimed in claim ~~one~~ sixteen, characterized in that a lift component which is coaxial with respect to a main rotor shaft is controlled by applying a DC voltage to the at least one coil, which is associated with at least one rotor blade.

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19. (previously presented) A remotely controllable aircraft comprising at least one rotor blade, the angle of incidence (a) of which is adjustable, characterized in that adjustment of the angle of incidence (a) of said at least one rotor blade is performed by means of at least one lever acting on the rotor blade by a force produced through a magnetic field which can be varied through the electric drive of at least one coil, the at least one rotor blade providing a lift component which is not coaxial with respect to a main rotor shaft and is controlled by applying an AC voltage to the at least one coil, which is associated with at least one rotor blade.

20. (previously presented) The remotely controllable aircraft as claimed in claim nineteen, characterized in that the period of the AC voltage which is applied to the at least one coil is synchronized to the rotation of the at least one rotor blade.

21. (currently amended) A remotely controllable aircraft comprising at least one rotor blade, the angle of incidence (a) of which is adjustable, characterized in that adjustment of the angle of incidence (a) of said at least one rotor blade is performed by means of at least one lever acting on the rotor blade by a force produced through a magnetic field which can be varied through the electric drive of at least one coil, characterized in that a lift component which is coaxial with respect to a main rotor shaft and a lift component ~~aircraft~~ which is not coaxial with respect to a main rotor shaft are controlled in a superimposed manner.

22. (currently amended) The remotely controllable aircraft as claimed in claim ~~one~~ twenty-one, characterized in that the at least one coil is driven completely digitally.

Claim 23 (cancelled)

24. (currently amended) A kit for producing a remotely controllable aircraft as claimed in claim ~~one~~ twenty-one.

Claims 25-34 (cancelled)